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CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

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SECURITY INFORMATION

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INFORMATION REPORT

REPORT

CD NO.

COUNTRY

Bulgaria

DATE DISTR. 9 October 1952

SUBJECT

Roads in the Kharmanlii Area

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ACQUIREDSUPPLEMENT TO
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District Road Directorate

1. The road maintenance unit in Kharmanlii is a branch of the Okolisko Putno Upravlenie (District Road Administration) which is located in Khaskovo. Other branches subordinate to the Khaskovo directorate are located in Sylenograd, Kirdzhali, and Borisovgrad. The district manager is a certain Mladenov and the technical manager is engineer Sterev. The office in Khaskovo has eight employees.

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2. [redacted] officials of the Kharmanlii branch office:

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- a. Manager, Kostadin Dimitrov [redacted]

- b. Technical manager, a certain Ruzov [redacted]

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3. The Kharmanlii branch has the following equipment:

- a. One German Heuschel street roller, 25 horsepower (European measurement), 10 tons steam;
- b. One Hungarian KM roller, 20 horsepower, eight tons, steam;
- c. One Bulgarian Nasa Pobeda roller, 30 horsepower, 20 tons, steam; and
- d. One Czech Skoda roller, 40 horsepower, 12 tons, diesel.

4. The coal for the steam rollers is supplied by the Pernik mines.

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Roads Maintained by Kharmanlii

5. The Kharmanlii branch office is responsible for the road from Kharmanlii to Lyubimets, a distance of approximately 20 kilometers. The road is about eight meters wide, of which only six meters are paved. It was last paved in 1947 but is in good condition. A concrete bridge, 40 meters long and eight meters wide, is being constructed over the Biserka River at a location approximately one kilometer west of Lyubimets.
6. The Kharmanlii-Golyama Zvezda (sic) road, approximately 50 kilometers long, was last paved in 1951 and is in good condition. The road is six (sic) meters wide, of which only six meters is paved. Approximately four kilometers west (east?) of Kharmanlii, there is an iron bridge 130 meters long and six meters wide over the Maritsa River.
7. The Kharmanlii-Levski (N420630 E254630) road, approximately 23 kilometers long, is six meters wide, four meters of which are paved. The road was repaired in 1951 and is in good condition. An iron bridge 130 meters long and six meters wide, in good condition, is located approximately 15 kilometers west (north?) of Kharmanlii over the Maritsa River.
8. The Kharmanlii-Polyanovo (sic) road, a distance of about 12 kilometers, is eight meters wide, six of which are paved. The road was last repaired in 1950 but is in good condition. A concrete bridge approximately 12 meters long and eight meters wide is located near Polyanovo.
9. The Kharmanlii branch office is responsible for 22 kilometers of the Kharmanlii-Krumovgrad road. The road is six meters wide, of which four meters are paved. In 1951, the Slaviano (sic) - Mali Izvor (probably Malki Izvor, N414745 E254340) section was being repaired. Bridges are located as follows:
 - a. Approximately four kilometers south of Kharmanlii, a wooden bridge about six meters wide and six meters long, capacity 15 tons, in good condition; and
 - b. Approximately 15 kilometers south of Kharmanlii near Ivanovo (N415020 E255430), a concrete bridge approximately 15 meters long and six meters wide.
10. An old stone bridge of Turkish construction, approximately 80 meters long and six meters wide, is located over the Olu (Kharmanliyska) River approximately one kilometer from Kharmanlii on the road to Stara Zagora. The bridge has a capacity of about 20 tons and is in good condition. In 1951, construction was begun on a new concrete bridge at a point a few hundred meters north (sic) of the stone bridge. The new construction will be approximately 110 meters long and eight meters wide.

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Administration

1. The Krumovgrad District Section of the Government Road Construction Directorate, subordinate to the Regional Road Construction Sector in Khaskovo, is responsible for the construction and maintenance of roads and bridges throughout the Krumovgrad district. As of February 1952, the Krumovgrad section had the following personnel:

- a. Vasil Dimitrov Stoyanov, manager;
- b. Simeon Stoyanov, treasurer;
- c. Informant, bookkeeper;
- d. Nikola Karadzhov, foreman;
- e. Kone Vasiliev, foreman;
- f. Momchil Rusinov, foreman; and
- g. Vŭlko Ivanov, foreman.

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2. Informant knew the following officials of the Khaskovo Regional Sector:
 - a. A certain Mladenov, formerly an Army colonel, head of the Sector office; and
 - b. Velo Panaiotov, chief engineer.

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Roads and Bridges

3. The following roads, all maintained by the Krumovgrad Section, were in good condition:
- a. Krumovgrad-Momchilgrad, 32 kilometers long, eight meters wide, six of which are paved;
 - b. Krumovgrad-Ivaylovgrad, 64 kilometers long, eight meters wide, six of which are paved;
 - c. Krumovgrad-Avren, 24 kilometers long, eight meters wide, six of which are paved; and
 - d. Krumovgrad-Tokachka (N4123 E2532)-Makasa (sic), 36 kilometers long, eight meters wide, six of which are paved.
4. bridges in the Krumovgrad area as follows:
- a. An iron bridge approximately 30 meters long and five meters wide, in good condition, located over the Burgas Dere River three kilometers from Krumovgrad on the road to Momchilgrad;
 - b. A stone bridge approximately 15 meters long and five meters wide, located between Golyamo Kamanyane and Avren on the Krumovgrad-Avren road; and
 - c. A wooden bridge approximately 40 meters long and five meters wide, located about 300 meters from Krumovgrad on the road to Tokachka.
5. In 1950, construction was begun on a road to connect Gorna Kula (sic) with Nanovitsa (N4133 E2532) and Gara Sredna Arda (N4138 E2531). The project was abandoned in 1951.

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